

KILAUEA PARK BILL ON HOUSE CALENDAR TO BE CALLED SOON

Three Local Measures In Senate
To Have Legislature's
Action Ratified

DEPARTMENT OF JUSTICE MAKES HASTE SLOWLY

Coke Sticks Around Waiting For
Job and Incidentally Ar-
ranges Bond Sale

By ERNEST G. WALKER
(Mail Special to The Advertiser)

WASHINGTON, February 9.—A real advance with Hawaiian bills before congress has been scored here of recent days. This is especially before the house of representatives. This morning the house judiciary subcommittee, that is considering the Dole bill, for retirement of territorial judges, was given a hearing and after Delegate Kahala, George McK. McClellan of Seattle, who is journeying here on other business, and former justice Ballou, had spoken regarding the services of Judge Dole to Hawaii, members of the subcommittee announced that the bill would be favorably reported to the full committee and, presumably, to the house.

Pension Bill Retroactive
It is first to be withdrawn in minor particulars. It has already been passed so that it would be retroactive in its provisions and thus, it is claimed, would take care of Judge Dole, even though he has ceased to be in active service.

The Kalahele bill to establish a national park in the Territory of Hawaii has been favorably reported from the public lands committee of the house for several days and is now upon the calendar. Some maneuvering to get it considered will probably be necessary. It may be necessary to have the measure placed upon the unanimous consent calendar, rather than the calendar subject to calls of committee, as the public lands committee will not be called on calendar Wednesday for a very long time. As the national parks bill calls for no appropriation, unanimous consent to have it considered in the house might be granted.

Senate Has Three House Bills
The senate has three Hawaiian bills, already passed by the house. These are the bill to ratify the provisions of the territorial legislature relating to the board of harbor commissioners; an act to approve the provisions of the territorial legislature with reference to gas, electric light and other franchises; and an act confirming of an amendment to the franchise granted to H. P. Baldwin, R. A. Wadsworth, James L. Cooke and others now held under assignment by the Island Electric Company, Ltd.

Territorial Senator Coke is still in town, stopping at the Harrington Hotel and waiting for developments. There comes no word cheering or otherwise about the district attorneyship. The nomination may be made by the President any day or it may not be made for a month. Word here one day not long ago that S. C. Huber of Tama, Iowa, was the new man for district attorney, but Assistant Attorney-General Graham, who usually knows what is going on at the department of justice with reference to patronage, said positively no selection had been made. There seems to be no hurry at the department either to name a district attorney or a federal judge. Apparently the ad interim service of H. W. Vaughan is satisfactory, and it is well understood at the department that one federal judge is ample to take care of business in the federal court in Hawaii. The circumstances under which the second federal judgeship was created are tolerably well understood at the department and it may be a long while yet before the new federal judge is designated.

McK. McClellan Gets Glad Hand
McClellan, formerly of Honolulu, has spent several weeks here during January and February. He has a wide acquaintance and has been cordially greeted on every hand. He represents the Seattle chamber of commerce at the meeting here this week of the United States Chamber of Commerce. He also has other important business in the east for clients in Washington state. Territorial Senator Coke has been over to New York attending to matters of bond refunding which were entrusted to him by Governor Pinkham, after Superintendent Forbes had to depart for home.

Mrs. Robert W. Shingle is among the recent arrivals in Washington. She is here to visit her sister, Princess Kawananakoa, who is seriously ill.

NORTH COAST TRAIN ROBBED BY BANDITS

(Associated Press by Federal Wireless.)
SEATTLE, February 25.—The North coast limited, east-bound, was held up near Covington last night. The bandits forced the engine men to haul the baggage, mail and express cars to a forest some distance down the track. The frightened passengers left in their cars, later heard an explosion, as the robbers blew up the mail car with dynamite, and fled with the Oriental mail.

TICKLING IN THE THROAT.

Even the slightest tickling or hoarseness in the throat may be the forerunner of a dangerous illness. Stop it at once with Chamberlain's Cough Remedy. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.

GREAT NORTHERN MAY STAY ON RUN

General Traffic Manager Stone
Intimates Will Service Likely
To Be Permanent

At least until May the Hilo liner Great Northern will continue to run to Honolulu from San Francisco via San Pedro and Hilo. After that—its up to Hawaii.

This was the substance of the informal remarks made last night by General Traffic Manager Cal E. Stone, at present of the Great Northern Pacific Steamship Company, soon to be the general traffic manager of the Northern Pacific Railroad and of the steamship company as well, who was the guest of honor, with Captain Ahman of the S. S. Great Northern and Captain Hunter of the S. S. Northern Pacific, at a dinner given in the private dining room of the Moana Hotel last night by T. B. Thiele, general manager of the Territorial Hotels Company.

Chance of Permanency
Mr. Stone was not positive in his remarks. "With every transportation on the Pacific transformed from a monthly run to one with some knowledge exactly what the situation will be tomorrow, it is difficult to talk in February about what is to be done in May," he said. But the man to whom Honolulu looks to say the word that will keep the fastest liner in the world on the Honolulu run went farther last night than he has on any occasion since last coming to Hawaii. He referred to what his company will do next winter, for one thing, and he left the impression that he is beginning to see his way clear to recommending that the Hilo service to Hawaii be made a permanency.

If the recommendations and assurances made to him by other speakers at the dinner, local men representing the promotion committee, the press and the hotel business, carry weight, the continuance of the Great Northern, at least, is assured.

Shippers Tell Whole Story
Both Captain Ahman and Captain Hunter were called upon to speak, each responding with a whole story. Captain Ahman, being the last to talk, told the biggest whole story, while Mr. Stone vouched for the absolute accuracy and truth of the tale of each of his captains.

The dinner was beautifully served and the menu elaborate, including fruit punch served in fresh pineapples, ice cream molded in the shape of dreadnoughts and cakes served from the deck of a two-foot model of the Great Northern, flying the G. N. P. houseflag and with every porthole blazing with electric lights. When this liner was borne in, the lights of the room were turned off, with the exception of the rose-incandescents which gleamed on the table from among the American Beauty roses leaped as a centerpiece.

Those present in Mr. Thiele's guests were, in addition to Mr. Stone and Captain Ahman and Hunter, P. L. Waldron, president of the chamber of commerce and the local representative of the steamship line; Emil A. Bernat, chairman of the Hawaii Promotion Committee; A. P. Taylor, secretary of the committee; L. de Vis Norton, of the Hawaii Publicity Committee; Riley H. Allen and City Editor Abend of the Star-Bulletin; and R. O. Matheson of The Advertiser.

BAGASSE BARRELS TO CARRY SUGAR

Can Be Produced At Less Than
Two-thirds the Cost of
Jute Bags

Barrels out of bagasse and potash from molasses, the barrels to take sugar out of the country and bring potash back, is the scheme now about to be put before the big sugar planters of Hawaii by Clinton J. Hutchings, who recently closed a contract for the molasses of eleven of the Hawaii plantations.

There has recently been invented and perfected in the United States a machine for making barrels and kegs out of cornstalks, which are almost indestructible, and samples of bagasse sent from here to Los Angeles, where the machine is in operation, have been experimented with the result that a material has been made that is moisture and fire proof and out of which a keg can be manufactured large enough to contain the amount put in two bags of sugar for the cost of less than one bag.

Machines Not Expensive
The machines, which are patented, are each capable of making two hogshead-shaped barrels in an hour and are not very expensive. Forty of them would be sufficient for handling the output of Ewa plantation, for instance, and the supply of bagasse there would be more than sufficient to manufacture all the containers necessary to properly hold the sugar made there. Even if there were no bagasse left to use for the following plant, such a saving that it would be profitable, says Mr. Hutchings, to make this use of it.

Figuring seventeen bags of sugar to the ton, it takes more than ten million bags to pack the six hundred thousand ton crop of the Islands. The bagasse barrels could be made to do the work of the bags at a saving of about sixty per cent of the cost of the bags. The weight of a container large enough to hold two hundred and forty pounds of sugar would be fifteen pounds, and it

Mr. and Mrs. W. Dingel were arrivals in the Claudine yesterday from the Valley Island. Mrs. H. Kua was also an arrival in the same steamer.

MATSON STEAMER BEING BUILT NOW DESCRIBED FULLY

Pacific Marine Review Tells of
New Vessel To Be Done
In Year

The new steamer for the Matson Navigation Company, building at the Union Iron Works, San Francisco, is to be practically a duplicate of the steamer Matsonia, in the matter of hull and appointments, with a change in propelling machinery, which, in this case, is to be of the geared turbine type, operating twin screws, says the Pacific Marine Review. The hull dimensions are the same as the Matsonia, being as follows:

Length over all, five hundred and one foot two inches; length between perpendiculars, four hundred and eighty-four feet; depth molded to shelter deck, forty-four feet nine inches; displacement to thirty-foot draft, 17,340 tons; speed loaded, sixteen and one-half knots.

Entirety of steel
The vessel will be constructed entirely of steel, to Lloyd's highest class, 100 A, and will have three complete steel decks, with upper promenade deck extending for two-thirds of her length. The navigating bridge and officers' quarters are well forward of amidships and the long range of deckhouse containing passenger's quarters will give the vessel a very substantial appearance. She will be rigged as three-masted schooner, with steel pole masts and a complete equipment of heavy cargo booms, suitable for handling weights up to fifty tons. While every comfort for passenger travel will be installed, these accommodations are made to combine with the best arrangements for handling freight. The hold and lower 'tween decks forward of machinery space will be divided into four compartments each, and in addition there will be a deep tank up to the height of lower deck, fitted to carry molasses or other liquid cargo in bulk. Large hatches are arranged over each compartment and cargo ports nine feet by six feet six inches clear are to be fitted, one each side of each compartment of 'tween decks.

Wing hatches will also be fitted in the 'tween decks to facilitate feeding cargo to the lower hold, and there will be installed at each hatch two Murray type winches for the direct handling of cargo.

The hull will be constructed on the transverse system, with eight watertight bulkheads extending to the upper deck and double bottom five feet six inches deep, extending full length between forward and after-peak bulkheads, that portion under the forward hold being increased in depth to the height of orlop deck, the portion under machinery and boiler space to six feet six inches in depth.

Double Bottom in Compartments
The double bottom will be divided into compartments, those under machinery and boilers being fitted for carrying fresh water and the balance for carrying fuel oil. The after-peak will be fitted to carry capacity for fuel oil, being such that it will give the vessel a steaming radius of 24,000 knots at thirteen knots speed loaded.

Spacious cold storage chambers are to be fitted up in the 'tween decks forward, for the carrying of refrigerated cargoes and the upper 'tween decks forward will be specially fitted and ventilated for carrying bananas.

The propelling machinery will consist of a set of cross-compound Westinghouse Parsons geared turbines of the single reduction type of 5000 shaft horsepower to each unit. The reduction gear will be of helical gear with right-and-left-hand tooth faces and in order to secure accurate alignment the pinions are to be carried in bearings in floating frames of the Westinghouse type. The thrust bearings will be of the Kingsbury segmental type, enclosed in oil-tight casings.

The condenser pumps will be of the turbine driven navy horizontal type located under the condensers.

Air ejectors of the Westinghouse LeBlanc type will be installed as substitutes for vacuum pumps, and will be designed to produce a vacuum of twenty and one-half inches with barometric pressure of 30 inches.

As To Pumps and Condensers
The circulating pumps will be of the Westinghouse centrifugal volute multi-stage type, driven by Westinghouse steam-gear turbines.

The condensers will be of circular form having steel bodies and cast iron heads, with ample cooling surface for operating at full power with vacuum of twenty-eight and one-half inches and sea water at temperature of seventy-five degrees F.

The main shafting will be ten per cent in excess of Lloyd's requirements and the propellers will be of the built-up type, each having three manganese bronze blades and cast iron hub, and will turn up to 120 revolutions under full power. Steam will be generated in eight Babcock and Wilcox water-tube boilers of the Westinghouse type, the thrust bearing will be of the Kingsbury segmental type, enclosed in oil-tight casings. It will be almost an impossibility to do it with the artesian level thirty feet above sea level. A force of engineers of the water department has discovered that the basement of the building is connected with a subterranean water supply and the use of a man pump used to free the cellar is considered impracticable to work against this tremendous head from the artesian supply.

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The molasses pump will be of the horizontal, ball valve type, the steering gear of the Brown steam tiller type, with telemotor control and the electric plant will consist of two thirty K. W. and one fifty K. W. engine driven all rect connected generators. The refrigerating plant will consist of duplicate ten-ton plants, of the brine circulating type.

Tug Signal Equipment
Powerful wireless installation will be fitted, also submarine fog signal equipment.

Life-boat accommodations will be provided for all on board by means of nine metallic double ended boats, and one wooden power life-boat for towing the balance, all stowed under Welin patent davits.

The engineer's crew will be berthed in the starboard wing abreast of engine room on the upper deck and the steward and waiters are berthed in commodious quarters forward by the after extension of engine casing and the sea and petty officers are berthed on the upper deck right forward.

The chief engineer, first and second assistants will have their quarters on the shelter deck at after end of engine casing, and the captain and navigating officers are to be located in the forward part of deckhouse on the navigating bridge. Accommodations for third-class passengers will be provided in three compartments, located on each side of upper deck, abreast of boiler casing, with entrance hallways and stairs to the shelter deck promenade at after end.

Dining Room Plans
The kitchen, bakery, scullery, linen and china rooms, etc., are to be grouped together about amidships on the main deck and special alleyways from these quarters to service to dining room, without using the passenger's first-class stairways. Throughout the entire midship portion of vessel on each side of main deck, the space is devoted to passenger staterooms, stairways, general lavatories and baths.

Forward of this range of staterooms is the stairway vestibule opening on to the dining saloon, which extends for eighty feet forward and the full beam of the ship. The saloon has a capacity for 256 persons at one sitting in various sized parties from two to ten and utilizes private dining parties of large number when required for special occasions.

On either side of the room, light will enter from the eighteen-inch air ports through a series of cathedral glass windows, and a skylight at forward end will diffuse its light through cathedral glass in the ceiling.

The shelter deck promenade, immediately over the dining saloon, and from that point extending aft to the machinery casings, will be a series of deckhouses, the forward house, containing social hall, writing room, stairway hall and special staterooms with private baths. The balance of houses are devoted to staterooms and bathrooms. The large promenade of staterooms being in direct communication with baths and to each other, so that they can be thrown into private suites. On the upper promenade decks and directly over the social hall is the smoking room, which opens into the hallways of the stairway vestibule.

This deckhouse there are six special staterooms, each provided with a private bathroom and the balance of the staterooms in this house are in direct communication with bathrooms common to two or three rooms each.

Fourteen Special Staterooms
The upper house on flying bridge differs somewhat from that of the Matsonia in that it is extended to accommodate additional passengers. These extra rooms consist of four special staterooms, with private bathrooms and eight single bed bachelorette rooms in direct communication with bathrooms.

Fourteen special staterooms are provided each with its own bath and finished in different kinds of hardwood with an individual style of decoration. These rooms will be provided with heavy brass bedsteads and specially designed furniture.

All told, there will be 100 first-class staterooms, of which sixty-four are three-berth rooms, twenty-four are two-berth rooms and twelve are single berth rooms, making a total of 252 as a full first-class list.

The public rooms, consisting of dining saloon, social hall, smoking room, writing room and ladies' lounge are to be all heated by steam and all state rooms will be fitted with electric convection for portable electric heaters, a large supply of which will be carried for the use of passengers.

The engine generally will be elaborately fitted, having fuel deck, etc., and no item of expense that will add to the comfort of the traveling public will be omitted.

She will be fitted up as an auxiliary cruiser of the second class, under the postal subsidy act of March 3, 1891, and will have foundations for four six inch guns, forward and two aft. It is learned in Honolulu that Captain Matson expects to have the steamer in commission in February 1917. The contract has been let and work is under way, but the keel has not been laid.

KAPIOLANI BASEMENT CANNOT BE PUMPED OUT

The basement of the Kapiolani Building is flooded again. Manager Murray of the waterworks, who has had a gang of men at work bailing the cellar, has been given up by the ghost in the matter of keeping the water down as he has discovered that it will be almost an impossibility to do it with the artesian level thirty feet above sea level. A force of engineers of the water department has discovered that the basement of the building is connected with a subterranean water supply and the use of a man pump used to free the cellar is considered impracticable to work against this tremendous head from the artesian supply.

NATIONALITY MEASURE IS AMENDED BY PEERS

(Special Telegram to Hawaii Shippers.)
TOKIO, February 24.—Some amendments have been made by the committee of the house of peers, having in charge the consideration of the bill of nationality which passed the chamber of deputies, and which provides for free choice to American born Japanese. The amendments, which will be subjects of America or Japan. The amendments will be discussed in the house of peers tomorrow.

MILL BY-PRODUCTS TO BE MADE INTO FOOD AND POTASH

Hutchings Secures Contracts For
Waste Molasses of Eleven Ha-
waii Sugar Mills

FORTY THOUSAND TONS
TO BE TAKEN IN YEAR

Wants Harbor Commission To
Give Site In Hilo For Big
Storage Tanks

Clinton J. Hutchings, the well-known insurance man and promoter to whom Honolulu owes the installation of its automatic telephone system, arrived in this city in the Great Northern. He is here representing the Pacific Sugar Products Company, a San Francisco organization which recently has completed long term contracts for the purchase of all the surplus molasses produced by eleven Hilo and Hamakua plantations from Olan to Hamakua.

The consummation of these contracts makes a long step in advance in the handling of mill wastes in Hawaii. Large volumes of molasses have, in the past gone into the furnaces or been turned into the sea. While much has been said of the profits which would accrue from the utilization of molasses and bagasse, to better purposes than fuel, the planters have thus far made no other use of these by-products.

Forty Thousand Ton Contract
Hutchings' contracts cover the purchase of all the surplus molasses of the Olan, Waialea, Pepeekeo, Honoumuli, Laupahoehoe, Kailua, Kakaia, and Hamakua Mill Companies. The Pacific Sugar Products Company will erect two 25,000 barrel storage tanks on the water front at Kahu Bay and it is for the purpose of securing a site from the board of harbor commissioners that Hutchings has come to Honolulu.

Ten plantations have contracted with the Hilo Railway Company to transport their molasses from the mills to Hilo. It will be handled in tank cars, emptied into the big storage tanks and from there pumped into the vessels which are to transport it to the coast.

Will Make Alcohol
The Pacific Sugar Products Company will dispose of about half of the 40,000 tons which their contract covers yearly to various ranchers for cattle feeding purposes. The balance is to be used in the manufacture of alcohol and potash, an enormous demand for both these products having arisen since the war. Two plantations, Hilo Sugar Company and Olan Sugar Company, are delivering their molasses to the Mason Distillery Company and this is now being shipped to receiving tanks at Hilo by the Hilo Railway Company. The big deliveries from the eleven plantations will begin in about six weeks.

CHINA WILL NOW OMIT MANILA

Old Pacific Mail Liner Is Getting
All Home Freight She
Can Handle

H. Hackfeld & Co., agents for the China Mail Steamship Company, made public yesterday a new schedule of sailings for the steamer China. The China will arrive here from Nagasaki on March 1. She was to have arrived tomorrow, but is six days late, owing to various delays.

According to the new schedule, the China will leave San Francisco on her next outward voyage March 14 and will call here March 20, sailing that day of the day after for the Orient.

Yokohama will be the first port of call after leaving here. Nagasaki will be arrived at April 3, Shanghai April 6, and Hongkong three days later.

In future the China will cut out calls at Manila. The reason for this is thought to be that there is more Chinese freight available than can be handled. Shanghai will be called at going and coming, however.

Returning from the Far East the China will sail from Hongkong April 18, arriving here May 6.

Sailings from Honolulu for the Orient will be as follows: March 20, May 26, August 1, October 6 and December 13.

The China will leave this port for San Francisco as follows: March 2, May 6, July 11, September 16, November 22 and January 28, 1917.

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MARINE INTELLIGENCE

By Merchants' Exchange

San Francisco—Arrived, Feb. 21, 8 a. m. str. Chivo Maru, hence Feb. 15. Port Townsend—Arrived, Feb. 21, str. Alice Cooke, hence Jan. 31. Gray's Harbor—Sailed, Feb. 21, str. Louise, for Honolulu. Yokohama—Arrived, Feb. 17, str. Anyo Maru, hence Jan. 28. Yokohama—Sailed, Feb. 21, str. Perin Maru, for Honolulu. Yokohama—Arrived, Feb. 22, str. Shoyo Maru, hence Feb. 11. Port Townsend—Arrived, Feb. 22, str. Melrose, hence Feb. 11. San Francisco—Sailed, Feb. 23, 12:10 p. m. S. S. Matsonia, for Honolulu. Newcastle—Sailed, Feb. 20, str. Al-pena, for Honolulu. Gray's Harbor—Arrived, Feb. 24, str. Kitsu, hence Jan. 26.

PORT OF HONOLULU.

ARRIVED

Str. Mauna Kea from Hilo, 6:30 a. m. Str. Mauna from San Francisco, 7:30 a. m. Str. Northern Pacific from San Pedro, 8:30 a. m. U. S. N. Collier Nereus from San Francisco, in offing, 9:30 a. m. Str. Maui from Kauai, 4 a. m. U. S. naval collier Nereus from San Francisco, 8:30 a. m. Str. Unkai Maru No. 4, from San Francisco, 11:15 a. m. Str. Makura from Victoria, 3 p. m. Str. Claudine from Maui, 6:10 a. m. U. S. A. T. Dix from Miki, 7:40 a. m.

DEPARTED

Str. Mauna Kea for Kona-Kauai ports, 12 noon. Str. Kinau for Kauai, 5:10 p. m. Str. Mikahala for Maui and Molokai, 6:15 p. m. Gas. schr. Ida May for Molokai, 6:30 p. m. Str. Wilhelmina for San Francisco, 10 a. m. Str. Mauna Kea for Hilo, 10 a. m. Str. Makura for Sydney, 6:30 p. m. Str. Shoshone for Hawaii, 6:45 p. m. By str. Maui from Kauai, Feb. 25: J. C. Brown, David Kanuha, A. S. Dwyer, Fong Kim Lin, L. H. Dickey, J. Nichols and Dr. Dunn. U. S. Lighthouse tender Columbine for cruise, 2:15 a. m. Str. Unkai Maru for Sydney, 12 noon. Str. Sumitoku Maru for Marianne Islands, 1:15 p. m. Str. Maui for Kauai, 5:10 p. m. Str. Mauna for Kahului, 6:20 p. m.

PASSENGERS ARRIVED

By str. Mauna Kea, Feb. 22—Hilo: E. H. Murphy, H. L. Gochenour, Miss E. H. Johnson, Miss Arruth, J. D. Kennedy, N. Kimura, T. Takakura, G. Hento, S. Hanaka, D. Leary, J. Burgess, R. K. Bonine, W. S. Wise, Mrs. A. W. Richardson, L. Vat Cho, Mrs. E. M. Holloway, Mrs. C. E. Stanton, S. P. Lum, L. Chu Chan, C. E. King, P. Fenwick, L. Lahina, K. Kanna, A. F. Tavaras, N. Tavaras, E. Gay, L. Gay, F. E. Murphy, W. T. Frost, L. K. Smith, H. Gessier and wife, Rev. C. H. Villiers, S. Kula, E. P. Skyles, W. Dickson, wife and child, D. V. Heck and wife, E. Aiona, Mrs. W. Heck and child, S. E. Kalam and wife, Miss E. Nelson, A. Holland, James Kirkland, E. L. Conroy.

By str. Makura from Victoria, Feb. 23—H. Edmondson, J. Duff, J. Daly, A. Daly, Miss S. Barash, Mrs. E. Rosenberg, J. Wright, Dr. P. W. Byrd, Mr. and Mrs. C. Cross, L. Hagman, Miss Emily Smith, J. Watt, Mr. and Mrs. W. Leonard and two children, Miss M. Link, Dr. and Mrs. Carter and child, Mrs. M. Cook and children, Mr. P. S. Riggott, Mrs. M. Farmer and child, Miss B. McLean, J. Duffie, and F. Warding.

By str. Claudine from Maui, February 24—S. Kawasaka, Mr. and Mrs. W. Dugel, Ah Wa, Ah Tip, L. B. Kin, E. Taylor, Mrs. H. Kua, H. J. Meyer, E. Murphy, Rev. R. B. Dodge, A. Feenock, J. G. Pratt, Mrs. S. Limanina, Master Limanina, Mrs. Kanimoto, Charles Gay, H. A. Baldwin, Foster Robinson, Mr. and Mrs. Harada, Mrs. Lin Wai, B. F. Vieken, Tong Nap and forty nine deck.

PASSENGERS DEPARTED

By str. Mauna Kea for Hilo, Feb. 23—W. O. Aiken, Mrs. E. Copp, J. T. Moir, N. K. Lyman, M. S. Rames, J. Oliveria, E. C. Webster, W. D. Edmondson, Rev. H. P. Judd, Rev. N. C. Schenck, Bishop and Mrs. Lewis, John Hind, John Vierra, Mr. Machado, Jr., Master Espinda, David Espinda, T. Takakura, H. H. Hure, A. P. Low, Dr. Fred Irwin, Mrs. Irwin, Mr. and Mrs. R. T. Guard, W. S. Wise, E. J. Smith, Mrs. H. Kaphorn, Rev. M. K. Ham, K. Kabaevski, Mr. and Mrs. Kawakara, Master Kawakara, Master Kawakara (2), A. Pomba.

Honolulu Stock Exchange

Thursday, February 24, 1916

Name of Stock	High	Low	Close
Alexander & Baldwin	240		
C. Brewer & Co.	325		

Sugar.			
Ewa Plantation Co.	32	31 1/2	31 1/2
Haleiwa Sugar Co.	291	225	
Hawaiian Agr. Co.	290		
Hawaiian Com'l Sugar	48		
Hawaiian Sugar Co.	43 1/2	45 1/2	
Honokaa Sugar Co.	91 1/2		
Honolulu Sugar Co.	181	180	185
Hutchinson Sugar Co.	24		
Kahuku Plant. Co.	20		
Kakaia Sugar Co.	172 1/2		
Koloa Sugar Co.	175	175	
Kula Sugar Co.	42 1/2	17 1/2	12 1/2
Oahu Sugar Co.	34 1/2	33 1/2	34
Olan Sugar Co.	43 1/2	17	12 1/2
Olanua Sugar Co.	54 1/2	54 1/2	55
Panama Sugar Co.	24		
Pacific Sugar Mill	70	97 1/2	101
Pala Plantation Co.	225	225	
Pepeekeo Sugar Co.	150	200	
Pioneer Mill Co.	45	44 1/2	44 1/2
San Carlos Mill Co.	8 1/2	8	8 1/2
Waialua Agr. Co.	32 1/2	32 1/2	32 1/2
Waikolu Sugar Co.	160		

Miscellaneous.			
Haleiwa P. & P. Co.	19 1/2		
Hawaiian Electric Co.	107 1/2		
Hawaiian Pine Co.	34 1/2	34 1/2	35
Hilo R. R. Co.	22 1/2		
Hilo R. R. Co. com.	40	43	50
Hon. Brew. & Malt	17 1/2	17 1/2	
Hon. Gas Co.	107	110	125
H. R. T. & L. Co.	10 1/2		
I. I. S. Nav. Co.	210		
Mutual Tel. Co.	20		
O. R. & L. Co.	150	150	152 1/2
Pahang Rubber Co.	17 1/2	17 1/2	17 1/2
Tanjong Oluk Rub Co.	30		

BONDS.

Haw. Ter. Im. 4s.	85	85	97 1/2
Hilo R.R. 8% 1907.	60		
Hilo R.R. R. & E. 6s	53	53	
Honokaa Sugar 6s.	92 1/2		
Hon. Gas. Co. 5s.	103	103	
H. R. T. & L. Co. 6s.	103	104	105
Kaunai R.R. Co. 6s.	100	100	
McBride Sug. Co. 5s.	100		100 1/2
Mutual Tel. 5s	106	106	
O. R. & L. Co. 5s	106	105	
Oahu Sugar Co. 6s.	108 1/2		
Olua Sugar Co. 6s.	109 1/2	100 1/2	100 3/4
Pae. G. & Fer. 6s.	105		
Pae. Sug. Mill 6s.	95		
San Carlos 6s	100		